



WAUSAU METROPOLITAN
PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

WAUSAU, WISCONSIN METROPOLITAN AREA

2017 - 2020

MARATHON COUNTY METROPOLITAN PLANNING COMMISSION

November 2016



U.S. Department of Transportation
Federal Highway Administration



U.S. Department of Transportation
Federal Transit Administration

**WAUSAU METROPOLITAN PLANNING ORGANIZATION (MPO)
TRANSPORTATION IMPROVEMENT PROGRAM 2017-2020**

MARATHON COUNTY METROPOLITAN PLANNING COMMISSION

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INTRODUCTION

Federal laws and regulations mandate that urbanized areas over 50,000 in population develop and maintain a continuing, cooperative, and comprehensive transportation planning process to qualify for federal highway and transit monies. The planning process in these urbanized areas is administered by a Metropolitan Planning Organization (MPO). MPOs are required to develop a Transportation Improvement Program (TIP) and long range transportation plan for the area.

The 1980 Census indicated that the Wausau urbanized area population was 52,990, surpassing the 50,000 threshold for urban transportation planning requirements. The Marathon County Planning Commission was designated as the agent for the Wausau Metropolitan Planning Organization in 1983. In 1996, the Marathon County Planning Commission was renamed as the Marathon County Metropolitan Planning Commission.

The Marathon County Metropolitan Planning Commission reviews and approves the planning activities of the MPO including the TIP and long range transportation plan. The Marathon County Metropolitan Planning Commission is composed of the chief elected officials of the communities within the Wausau urbanized area and representatives of the agencies having jurisdiction over urban roadways within the urbanized area. Currently, the Marathon County Metropolitan Planning Commission includes representatives from the Cities of Schofield, Mosinee, and Wausau; the Villages of Brokaw, Kronenwetter, Maine, Rothschild, and Weston; and the Towns of Stettin, Rib Mountain, Wausau, Weston, and Mosinee; the Wisconsin Department of Transportation (WisDOT) – North Central Region, and the Marathon County Infrastructure Committee.

The federal highway bill, Fixing America's Surface Transportation (FAST Act), approved in December 2015 has regulations and guidance for highway, highway safety, and transit authorizations. The FAST Act continues to give the MPO the responsibility to develop a TIP and long range transportation plan for the area. Map 1 shows the identified Planning Boundary and Urbanized Area Boundary for the Wausau MPO area developed and approved in 2013.

The TIP lists the programmed projects in the MPO metropolitan area. The TIP must list all projects in the metropolitan area to be federally funded under Title 23 U.S.C. and 49 U.S.C., and may include projects to be funded entirely with state or local funds. New TIP development provisions in Section 134(j)(1)(A) indicate that:

- a) projects must be consistent with the current Metro transportation plan,
- b) the TIP reflects investment priorities established in the plan,
- c) once implemented, the TIP is designed to make progress toward achieving identified performance targets.

The TIP must also be updated at least every two years, though the Wausau MPO has historically updated the TIP every year. The TIP must be consistent with the transportation plan for the area and include at a minimum:

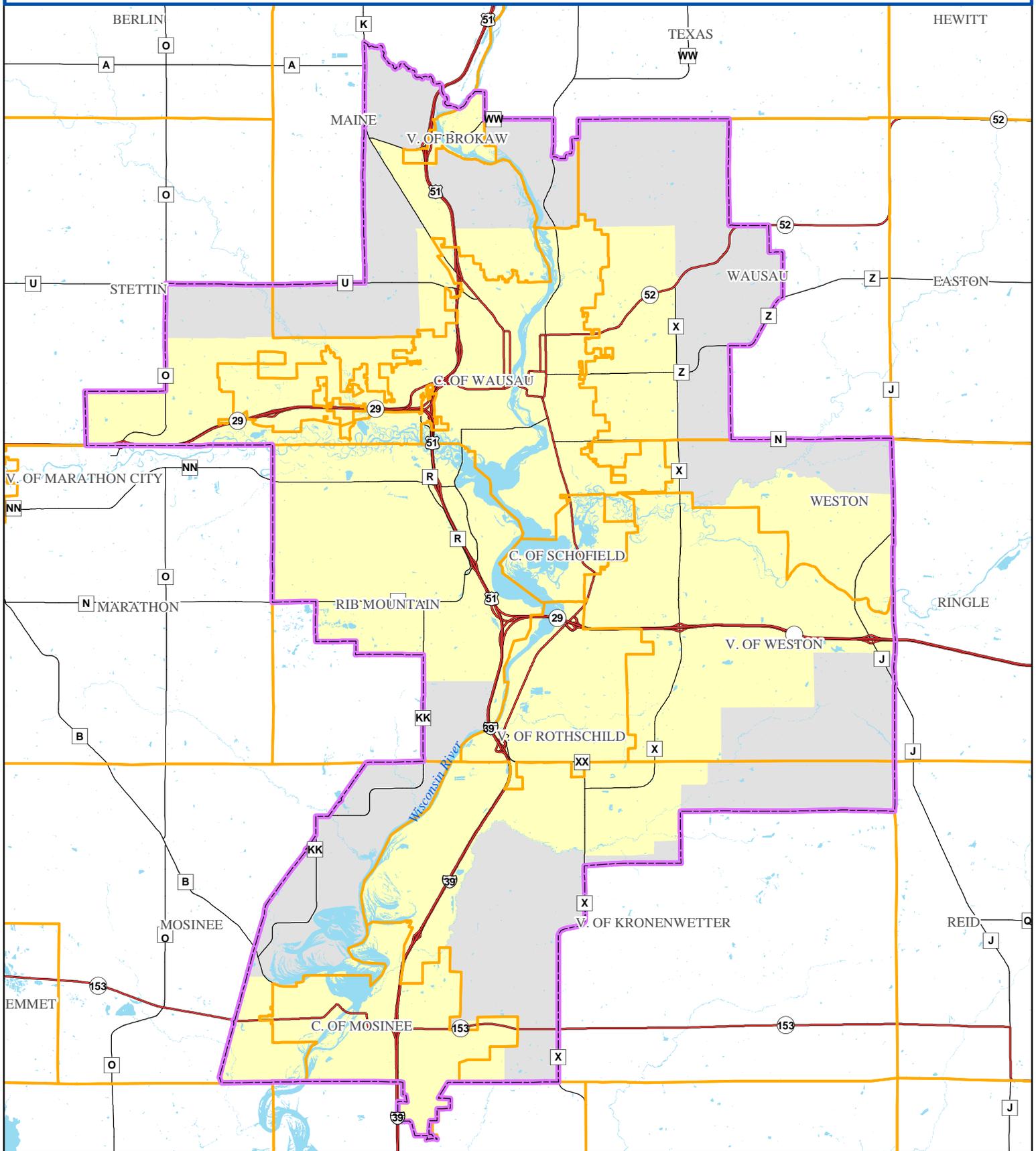
1. A prioritized list of projects and project segments to be carried out within each four-year period after initial adoption of the TIP; and
2. A financial plan that demonstrates how the TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to

carry out the TIP, and recommends any innovative financing techniques to finance needed projects and programs.

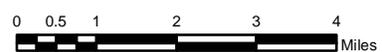
The TIP must be developed by the MPO in cooperation with the State, affected transit operators and local communities. Each community within the MPO is requested annually to submit a list of proposed transportation projects to be included in the TIP. The new Surface Transportation Block Grant Program (STBG) or the former Surface Transportation Program (STP)/Urban projects are prioritized by the Wausau MPO. *The Policy for Approval of Transportation Improvement Programs* assists the Marathon County Metropolitan Planning Commission in approving the projects to be programmed with STBG funds. WisDOT administers the other federal transportation programs in the state. The Marathon County Metropolitan Planning Commission locally approves the TIP and forwards it to state and federal agencies. The Secretary of WisDOT, acting for the Governor, also approves the TIP. The TIP is then made part of the State Transportation Improvement Program (STIP). The Wausau MPO provides citizens, affected public agencies, representatives of transportation agency employees, other affected employee representatives, public and private providers of transportation, and other interested parties with an opportunity to comment on the draft TIP. The strategy to provide a public review and input process is described in the MPO's *Public Participation Plan for its Transportation Plans and Programs* and is available on the MPO Website, WausauMPO.org.

The Wausau Metropolitan Planning Organization completed an update to the long range transportation plan in November 2016, which is the guidance for the selection and prioritization of area transportation projects. A list of illustrative projects for potential future funding is included for information purposes in Appendix D.

Wausau MPO Planning Boundary Map 1



- Planning Boundary
- Urban Boundary
- Census Municipal Boundary
- State & US Highways
- County Roads
- Water Areas



Date: 10/14/2015

THE FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT AND THE MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY (MAP-21)

Federal-aid highway and transit funding programs changed effective December 3, 2015 as a result of the 2015 transportation reauthorization act *Fixing America's Surface Transportation Act*, (FAST).

The following indicates how funding programmed in the TIP relates to the FAST Act revenue programs.

Federal-aid Highway Programs: National Highway Performance Program (NHPP), Surface Transportation Program (STP), Congestion Mitigation & Air Quality Improvement Program (CMAQ), Highway Safety Improvement Program (HSIP), Railway-Highway Grade Crossing, Transportation Alternatives (TAP).

Federal-aid Transit Programs: Urbanized Area Formula Grants (5307), Enhanced Mobility of Seniors and Individuals with Disabilities (5310), Rural Area Formula Grants (5311), State of Good Repair Program (5337) (Formula), Bus and Bus Facilities Formula Program (5339), Fixed Guideway Capital Investment Grants (5309).

Development of Metropolitan Planning based on the FAST Act

In the FAST Act, the metropolitan and statewide transportation planning processes are continued and enhanced to incorporate performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection. Public involvement remains a hallmark of the planning process.

Requirements for a long-range plan and a short-term transportation improvement plan (TIP) continue, with the long-range plan to incorporate performance plans required by the Act for specific programs. The long-range plan must describe the performance measures and targets used in assessing system performance and progress in achieving the performance targets. The TIP must also be developed to make progress toward established performance targets and include a description of the anticipated achievements. In the statewide and nonmetropolitan planning process, selection of projects in nonmetropolitan areas, except projects on the NHS or funded with money remaining from the discontinued Highway Bridge Program, must be made in cooperation with affected nonmetropolitan officials or any regional transportation planning organization.

Program Purpose

The metropolitan planning process establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint Federal Highway Administration/Federal Transit Administration responsibility.

Statutory and regulatory citation(s): FAST Act §§1105, 1201; 23 USC 104, 134; 23 CFR Part 450

Funding features

The FAST Act's approach to formula program funding is authorizing a lump sum total instead of individual authorizations for each program. Once each State's combined total apportionment is

calculated, an amount is set aside for the State's Metropolitan Planning program via a calculation based on the relative size of the State's FY 2009 Metropolitan Planning apportionment.

From the State's Metropolitan Planning apportionment, a proportionate share of funds for the State's Transportation Alternatives Program is to be set aside.

Federal share: Determined in accordance with 23 USC 120.

Key modifications

Modifications to the metropolitan planning process include the following:

Performance-based planning

- Metropolitan planning organizations (MPOs) will be required to establish and use a performance-based approach to transportation decision making and development of transportation plans.
- Each MPO will establish performance targets that address the FAST Act surface transportation performance measures.
- The performance targets selected by a MPO will be coordinated with the WisDOT identified performance measures/targets to ensure consistency to the maximum extent practicable.
- Performance targets selected by a MPO will be coordinated with public transportation providers, to the maximum extent practicable, to ensure consistency with sections 5326(c) and 5329(d) of title 49.
- MPOs are required to integrate into the metropolitan transportation planning process other performance-based transportation plans or processes.
- The MPOs will establish performance targets not later than 180 days after the date that the relevant State or public transportation provider establishes performance targets.
- In MAP-21, the structure of all MPOs is required to include officials of public agencies that administer or operate public transportation systems.

Long Range Transportation Plan (Plan)

- The Plan will include a description of the performance measures and performance targets used in assessing the performance of the transportation system.
- The Plan will also include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the established performance targets.
- MPOs have the option of developing multiple scenarios for consideration during the development of the Plan.

Transportation Improvement Program (TIP)

- The TIP will include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets established in the Plan, linking investment priorities to those performance targets.

Continuing provisions

Significant continuing provisions include:

- The minimum population required for a MPO remains at more than 50,000; Transportation Management Areas (TMAs) are those areas with a population greater than 200,000.
- The Plan must be prepared and updated every 4 years (or more frequently if the MPO elects to do so) in nonattainment areas and areas that were nonattainment and are now under a maintenance plan. In other areas, the Plan will be prepared and updated on a 5 year cycle (or more frequently if the MPO elects to do so).
- The Plan covers a minimum 20-year planning horizon with air quality conformity and fiscal constraint.
- Public involvement remains a hallmark of the metropolitan planning process.
- The TIP is to be updated at least once every 4 years and approved by the MPO and Governor.
- A congestion management system is required in TMAs and the planning process in TMAs must be certified by the Secretary.

Performance report

The U.S. Secretary of Transportation is required to submit a report to Congress not later than 5 years after the date of enactment of the FAST Act. The report is to evaluate:

- The overall effectiveness of performance-based planning as a tool for guiding transportation investments;
- The effectiveness of the performance-based planning process for each metropolitan planning organization;
- The extent to which MPOs have achieved, or are making substantial progress towards achieving, the performance targets, and whether MPOs are developing meaningful performance targets; and
- The technical capacity of MPOs that operate within a metropolitan planning area of less than 200,000, and their ability to carry out the planning requirements.

POLICY FOR APPROVAL OF TRANSPORTATION IMPROVEMENT PROGRAMS

The following policy is used by the Wausau MPO in developing the Transportation Improvement Program allocation of the STBG funds for the Wausau Metropolitan Area.

1. COST SHARE

The Wausau MPO has established the federal share of STBG projects at fifty percent (50%). The balance of the project costs, fifty percent (50%), is the responsibility of the sponsoring local government.

2. PROJECT ELIGIBILITY

The following are criteria used by the Wausau MPO in determining STBG project eligibility and is consistent with WisDOT STBG eligibility criteria:

- A. The STBG funding which is pooled by the Wausau MPO communities should be primarily utilized for roadways under county, city, village, or town jurisdiction.
- B. STBG funds will only be programmed within the Wausau adjusted urbanized area boundary approved by the Wausau MPO and state DOT.
- C. The sponsoring local government is required to present a letter of agreement indicating financial commitment to the STBG funded project.
- D. Transit capital and bikeway projects in conformance with the FAST Act requirements are eligible for STBG funding.
- E. The costs of feasibility studies are not eligible for STBG funding.
- F. Projects with total construction costs of less than \$100,000 are not eligible for STBG funding.
- G. Relocation costs are not eligible for STBG funding.
- H. Isolated traffic signal installation projects are not eligible for STBG funding.
- I. The cost of preliminary design is not eligible for STBG funding.
- J. Right-of-way acquisition costs are not eligible for STBG funding.
- K. Sidewalk projects are not eligible for STBG funding unless the project is in conjunction with an STBG funded project.
- L. Railroad crossing projects are not eligible for STBG funding unless the railroad crossing project is in conjunction with an STBG funded project.

3. PRIORITIZATION CRITERIA FOR TRANSPORTATION FACILITIES

The recommended Transportation Improvement Program within the *Long Range Transportation Plan for the Wausau Metropolitan Area* and the prioritization criteria within

this section assist the Marathon County Metropolitan Planning Commission in selecting projects for STBG funding. Project prioritization will be guided by the *Long Range Transportation Plan for the Wausau Metropolitan Area*. Projects eligible for STBG funding will be prioritized every two years in relation to the three year STBG funding allocation. With the communities submitting projects to the MPO, the following criteria and points system are applied to the projects by the MPO staff. Staff takes recommendations to the MPO Technical Advisory Committee who submits projects ranked by the criteria to the Marathon County Metropolitan Planning Commission for final approval. In 2013, the Technical Advisory Committee reviewed and consolidated the 16 criteria for reviewing projects for STBG funding to the following 8 criteria:

1. Key Component of Transportation System:

This criterion gives merit to projects according to their overall relationship with the rest of the transportation system as outlined in local and regional adopted comprehensive and land use plans.

6 Points: The roadway, transit, bicycle or pedestrian project would have a high, positive impact on the overall transportation system. Examples: projects that occur on principal arterials; transit projects that enhance system-wide transit service, bicycle/pedestrian projects that are included in adopted bike/pedestrian plans or occur along identified bicycle routes, or provide a critical link in the transportation system.

4 Points: The roadway, transit, bicycle or pedestrian project would have a moderately positive impact on the overall transportation system. Example: projects that occur on minor arterials.

2 Points: The roadway, transit, bicycle or pedestrian project would have a low, positive impact on the overall transportation system.

0 Points: The roadway, transit, bicycle or pedestrian project would have little or no positive impact on the overall transportation system.

2. Preserves Existing System:

This criterion rewards those projects that strive to preserve the existing transportation infrastructure.

6 Points: The roadway, transit, bicycle or pedestrian project preserves the existing system, and includes replacement and/or rehabilitation along a transportation corridor. Examples: roadway projects that enhance travel along major transportation corridors or address pavement conditions; transit projects that enhance service along existing routes or enhance the overall system; bicycle/pedestrian projects that enhance the existing bicycle or pedestrian system, including replacement and rehabilitation of existing facilities.

4 Points: The roadway, transit, bicycle or pedestrian project preserves the existing system, but may include some new construction to provide connections and continuity along a major corridor.

- 2 Points: The roadway, transit, bicycle or pedestrian project preserves some of the existing system, but is dominated by significant changes in alignments, routes, and facilities along a minor corridor.
- 0 Points: The roadway, transit, bicycle or pedestrian project does not strive to preserve the existing system.
3. Cost Effectiveness:
This criterion reflects the results of a candidate project compared to the costs of the project (i.e. number of bus riders attracted per day). Using an estimated cost of the project, and number of users, a measure of the project's cost-per-user may be calculated to provide a point of comparison among the projects.
- 6 Points: The roadway, transit, bicycle or pedestrian project is highly cost effective.
- 4 Points: The roadway, transit, bicycle or pedestrian project is moderately cost effective.
- 2 Points: The roadway, transit, bicycle or pedestrian project is not very cost effective.
- 0 Points: The roadway, transit, bicycle or pedestrian project is not cost effective.
4. Promotes Efficient System Management and Operation:
This criterion rewards those projects that promote an increase in density (population and/or employment), serve areas of mixed land uses, and reduce auto dependency.
- 6 Points: The roadway, transit, bicycle, or pedestrian project meets all three criteria (density, mixed use, and auto dependency).
- 4 Points: The roadway, transit, bicycle, or pedestrian project meets two of the criteria.
- 2 points: The roadway, transit, bicycle, or pedestrian project meets only one criterion.
- 0 Points: The roadway, transit, bicycle, or pedestrian project meets none of the criteria.
5. Project Coordination:
This criterion gives weight to projects that can be coordinated with other projects in the area.
- 6 Points: Coordination of the roadway, transit, bicycle, or pedestrian project with another planned or programmed project would result in significant cost and time savings.
- 4 Points: Coordination of the roadway, transit, bicycle, or pedestrian project with another planned or programmed project would result in moderate cost and time savings.
- 2 Points: Coordination of the roadway, transit, bicycle, or pedestrian project with another planned or programmed project would result in minimal cost and time savings.

0 Points: Coordination of the roadway, transit, bicycle, or pedestrian project with another planned or programmed project would result in no cost or time savings.

6. Safety:

This criterion is based on an assessment of existing safety and security problems and the extent to which the proposed project will reduce such problems. Crash statistics and standards should be used when considering roadway and bicycle/pedestrian projects, while safety and security aspects of passengers should be considered for transit projects. Some Intelligent Transportation Systems (ITS) measures may be used for this criterion.

6 Points: The roadway, transit, bicycle, or pedestrian project would have a high, positive impact on safety and security (i.e. reduction in crashes).

4 Points: The roadway, transit, bicycle, or pedestrian project would have a moderate, positive impact on safety and security.

2 Points: The roadway, transit, bicycle, or pedestrian project would have a low positive impact on safety and security.

0 Points: The roadway, transit, bicycle, or pedestrian project would have no impact on safety and security.

7. Congestion Relief:

This criterion is based on an assessment of existing congestion problems and the impact a proposed project may have in reducing such problems. Existing congestion can be evaluated across all modes by looking at the volume of traffic or the number of people affected by the congestion. This criterion will also look at differing levels of ITS measures for congestion relief.

6 Points: The roadway, transit, bicycle, or pedestrian project would have a high, positive impact on reducing congestion. Examples: roadway projects that may include new arterial roadways, traffic operations systems/ITS improvements; transit projects that increase service capacity, increase service reliability, decrease vehicle crowding, or reduce travel time; bicycle/pedestrian projects that provide bicycle path/lanes, or sidewalks to serve commuters, new sidewalks along principal arterials, or connections between communities.

4 Points: The roadway, transit, bicycle, or pedestrian project would have a moderate, positive impact on reducing congestion. Examples: roadway projects that may include minor arterial roadways that would provide auxiliary lanes, left-turn bays, or park-and-ride lots; transit projects that increase service capacity and reliability, but to a lesser extent than other projects may; bicycle/pedestrian projects that would fill in sidewalk gaps between origins and destinations or provide a bicycle path/lanes with mixed commuter or other non-recreational use.

2 Points: The roadway, transit, bicycle, or pedestrian project would have a low, positive impact on reducing congestion. Examples: roadway projects that would

provide minor traffic signalization enhancement; transit projects that may increase passenger comfort or convenience (i.e. bike racks); bicycle/pedestrian projects that would provide signage or a bicycle path/lane or sidewalk that is primarily for recreational travel or not on the system.

0 Points: The roadway, transit, bicycle, or pedestrian project would have little to no positive impact on reducing congestion.

8. Multimodalism:

This criterion rewards projects that accommodate more than one mode of travel.

6 Points: The roadway, transit, bicycle, or pedestrian project accommodates more than three modes of travel.

4 Points: The roadway, transit, bicycle, or pedestrian project accommodates only three modes of travel.

2 points: The roadway, transit, bicycle, or pedestrian project accommodates only two modes of travel.

0 Points: The roadway, transit, bicycle, or pedestrian project accommodates only one mode of travel.

4. TIP APPROVAL AND AMENDMENTS

Please refer to Appendix A for the resolution by the Marathon County Metropolitan Planning Commission adopting the *2017-2020 Transportation Improvement Program for the Wausau Metropolitan Area*. The Marathon County Metropolitan Planning Commission approved this TIP at their November 8, 2016 meeting.

The FAST Act will continue to provide flexibility as to which year the projects are shown in the TIP. Federal regulations allow for WisDOT and the Wausau MPO to establish expedited procedures regarding the advancement of projects from the second, third or fourth year of the improvement schedule. The FAST Act will also provide flexibility in the federal funding program that may ultimately be used to fund the project. Each year the TIP must be fiscally constrained. There are a number of different funding programs that can be utilized for transportation improvements, and the range of projects that could be covered under any one program has been expanded. While there is flexibility among programs, it must be demonstrated that the transportation project provides a benefit within the final funding program.

WisDOT has provided the Metropolitan Planning Organizations guidance on how to resolve these dynamic funding issues. To preclude the need for frequent amendments to the TIP, and to clarify the local planning procedures:

TIP PUBLIC PARTICIPATION PROCEDURES

- The MPO staff will prepare project information including project name and location, project description, lead agency, estimated cost and funding sources.
- MPO staff will prepare a draft TIP for public review.

- The public comment period on the draft TIP will last for a minimum of 30 days and be provided to the websites, mailing lists and interested parties as described in the Public Participation Plan.
- MPO staff will host at least one formal public meeting to solicit comments and to evaluate the projects proposed for inclusion in the final document. The public meeting will occur toward the end of the public comment period.
- The MPO will utilize the comments obtained during the public comment period to finalize the TIP.
- The MPO will adopt the final TIP and make the document available for public use based on the MPO's Public Participation Plan.

TIP AMENDMENT PROCEDURES

No Amendment is required if:

- Changes to the implementation schedule for projects are within the first four years of the approved TIP.
- Changes in the scope or character of work or project limits remain reasonably consistent with the approved project.
- Changes to the funding sources, categories or amount for a project without changing the scope of work or schedule within the first four years of the TIP.

Minor Amendment is needed if:

- There is an addition of a preservation project to the first four years of the TIP, including advancing a project for implementation from the out-years of the TIP.
- Moving a preservation project out of the first four years of the TIP.
- Changing the scope of a preservation project within the first four years of the TIP such that the current description is no longer reasonably accurate.
- Changes in a project funding that impacts the funding for other projects within the first four years of the TIP forcing any preservation project out of the four-year window.

The Amendment process goes through the MPO committee structure and the WisDOT and FHWA if:

A Major Amendment is need:

- An addition of an expansion project into the first four years of the TIP, including advancing a project for implementation from the out-years of the TIP.
- Moving an expansion project out of the first four years of the TIP.
- Significantly changing the scope of an expansion project within the first four years of the TIP such that the current description is no longer reasonably accurate.
- The addition or deletion of any project that exceeds the lesser of:
 - 10 % of the federal funding programmed for the calendar year or \$1,000,000.

The Amendment process goes through a public involvement opportunity then through the MPO committee structure and the WisDOT and FHWA. These procedures were taken from the MPO's *Public Participation Plan*.

5. PROJECT COST MONITORING

The costs of TIP projects involving MPO funds will be monitored by the MPO on an ongoing and regular basis from the time of initial identification until the time of let. Sponsoring

jurisdictions are responsible for notifying the MPO of significant changes in estimated project cost and/or scope. Changes are significant when:

- Cost increase is greater than \$30,000 for projects with an initial cost estimate of \$200,000 or less.
- Cost increase is greater than 15% for projects with an initial cost estimate over \$200,000.

Re-approval by the MPO is required for all TIP projects incurring a significant change in estimated cost, whether the change is due to estimate revisions or a change in scope. At the time of reconsideration, the Marathon County Metropolitan Planning Commission action may include a change in project priority, deletion of the project from the program, requiring the sponsoring entity to cover the cost increase, funding up to 50 percent of the cost increase with STBG funds, delaying the project until additional STBG funds are available, or other actions deemed appropriate by the Marathon County Metropolitan Planning Commission. Some actions may require formal amendment of the TIP document.

6. EXPEDITED PROJECT SELECTION PROCEDURES

The Wausau MPO, WisDOT and the area transit system, Metro Ride, hereby agree to the following procedures in advancing projects from the approved TIP for federal funding commitment:

1. The first year of the TIP constitutes an agreed-to list of projects for project selection purposes and no further project selection action is required by the MPO for WisDOT or the transit operator(s) to proceed with federal funding commitment.
2. Projects from the second, third or fourth year of the TIP can be advanced by WisDOT or the transit operator(s) for federal fund commitment without further project selection action by the MPO.
3. Concerning the federal funding sources identified for individual project in the TIP, it is agreed that WisDOT may unilaterally interchange eligible FHWA funding program sources without necessitating an amendment, subject to the project selection authority federal regulations and state local program procedures reserve for the State and MPO, and subject to reconciliation under item 5.
4. WisDOT can unilaterally interchange FTA section 5309 and section 5307 capital funds in urbanized areas between 50,000 and 200,000 in population without necessitating a TIP amendment, FTA should be notified of any interchange of funds.
5. To maintain accountability and fiscal constraint as changes occur during implementation of the TIP, the MPO, WisDOT and the transit operator(s) will monitor projects in the TIP and account for all significant changes in scheduled years and costs in a TIP amendment at the midpoint of the calendar year.

2017 – 2020 TRANSPORTATION IMPROVEMENT PROGRAM

Table 1 lists the 2017-2020 federal and state funded projects within the Wausau Metropolitan Area and reflects projects programmed based on the FAST Act funding programs. Projects within Table 1 have been grouped by mode: Transit and Highway projects. Map 2 identifies the locations of the projects listed in Table 1. Project numbers located to the left of the project jurisdiction in Table 1 correspond to the numbering system used on the maps.

Table 1 uses the following codes to identify funding sources:

Federal Transit:

FTA Section 5307	5307
FTA Section 5309	5309
FTA Section 5310	5310

State Transit:

Wisconsin Statute 85.20	85.20
Wisconsin Statute 85.21	85.21

New Federal Programs based on FAST Act:

NHPP –
National Highway Performance Program

STBG –
Surface Transportation Block Grant
Sub Categories for urban, flex,
bridge and TA

HSIP –
Highway Safety Implementation Program

HSIP-RR –
Rail-Highway Grade Crossing Set-aside

Prior Funding Programs:

IM, NHS, BR (on the NHS)

STP, BR (not on the NHS), TAP,
TE, SRTS

HSIP

HSIP-RR

Projects involving facility expansion are identified by an "E" in the comment column, while projects involving facility preservation are identified by a "P." The total cost for each category is summarized at the bottom of the project listing. The WisDOT ID number is also included in the comment column.

The following statements are provided to allow the flexible use of Federal funding programs and clarify planning procedures:

- The MPO and WisDOT agree that the first year of the TIP constitutes an agreed to list of projects for project selection purposes and that no further project selection action is required for WisDOT or the transit operator to proceed with federal fund commitment.
- If WisDOT or the transit operator(s) wish to proceed with a project(s) that is not in the first year of the TIP, the MPO agrees that projects for the second, third, or fourth year of the TIP can be advanced to proceed with federal fund commitment without further action by the MPO.

- Even though a new TIP has been developed and approved by the MPO, WisDOT can continue seek federal fund commitment for projects in the previous TIP until FHWA and FTA have jointly approved a new STIP.
- Highway and transit projects reflected in any of the four years of the approved TIP may be advanced for federal fund commitment without requiring any amendment to the TIP.
- It is the intent of WisDOT and the MPO to advance only projects, including transit operating assistance, that are included in an approved TIP and STIP.
- Concerning the federal sources the MPO has identified for individual projects in its TIP, it is agreed that WisDOT can unilaterally interchange the various FHWA funding program sources without necessitating a STIP or TIP amendment, except that WisDOT must seek MPO staff approval to use Entitlement of Allocated STP funds and Congestion Mitigation and Air Quality (CMAQ) funds for projects not identified for that source of funding in the TIP.
- WisDOT can also unilaterally interchange FTA Section 5309 and Section 5307 capital funds in urbanized areas between 50,000 and 200,000 in population without necessitating a STIP or TIP amendment.

The projects that will utilize the 2013-2018 STP/Urban (now STBG) allocation were prioritized at the Marathon County Metropolitan Planning Commission meeting in August 2013 and are included in this TIP. The projects that will utilize the 2015-2020 STP/Urban allocation were prioritized at the Marathon County Metropolitan Planning Commission meeting in June 2015 and are also included in this TIP. Projects sponsored by WisDOT in Table 1 are included in the WisDOT North Central Region *Six Year Highway Improvement Program*. These projects are programmed utilizing funds identified in Table 1 on the next page.

Tables 1 and 2 may need minor revisions based on WisDOT finalizing the STBG funding with the old STP/Urban and STP/Transportation Alternatives programs, final program year determinations, funding source and cost share clarifications, and review comments received from WisDOT and FHWA.

Projects utilizing FTA - Section 5309 and Section 5307 funds in Table 1 were submitted by the Wausau Area Transit System, d/b/a Metro Ride. Final project selection is contingent upon available federal, state, and local funds. Projects utilizing Section 5310 and State 85.20 and 85.21 funds in Table 1 were submitted by the Wausau Area Transit System and North Central Health Care. Final funding levels are dependent upon funding approvals by WisDOT.

Table 2 illustrates the programmed expenditures within the TIP (Table 1) and the estimated available funding for the Wausau Metropolitan Area. The expenditures and available funding are itemized by funding source.

Table 3 identifies the status of projects that were programmed in the *2017-2020 Transportation Improvement Program for the Wausau Metropolitan Area*.

2017-2020 TABLE 1

TIP PROJECT LISTING (\$)

PRIMARY JURISDICTION/ PROJECT SPONSOR	PROJECT DESCRIPTION	TYPE OF COST	2017				2018				2019				2020				Federal and State Funding Program Number
			FED	STATE	LOCAL	TOTAL													

TRANSIT

A	City of Wausau - Metro Ride	Operating Assistance 373-17-001	PE ROW CONST TOTAL	\$973,811	\$847,159	\$1,300,881	\$3,121,851	\$976,406	\$850,062	\$1,350,728	\$3,177,196	\$1,018,777	\$875,317	\$1,378,418	\$3,272,512	\$1,052,789	\$901,318	\$1,416,580	\$3,370,687	5307 85.20 85.21
B	City of Wausau - Metro Ride	Engine Rebuild 373-017-002	PE ROW CONST TOTAL					38,400		9,600	48,000									5309
C	City of Wausau - Metro Ride	Roof Rehabilitation Bus Garage 373-14-003	PE ROW CONST TOTAL	136,000		34,000	170,000													5309
D	City of Wausau - Metro Ride	Floor Scrubber Replacement 373-14-004	PE ROW CONST TOTAL	36,800		9,200	46,000													5309
E	City of Wausau - Metro Ride	Supervisor Van Replacement 373-14-005	PE ROW CONST TOTAL	20,000		5,000	25,000													5309
F	City of Wausau - Metro Ride	Transit Buses (6) six 373-17-003	PE ROW CONST TOTAL												2,267,802		566,950	2,834,752		5309
G	City of Wausau - Metro Ride	Revenue Collection System (Fareboxes) 373-15-002	PE ROW CONST TOTAL									446,566		111,642	558,208					5309
H	City of Wausau - Metro Ride	Transmission Rebuild 373-15-003	PE ROW CONST TOTAL					20,800		5,200	26,000									5309
I	North Central Health Care	Specialized Transportation - 373-17-004	PE ROW CONST TOTAL	100,542	69,129		169,671	101,488	69,865		171,353	102,433	70,390		172,823	103,355	70,917		174,272	5307
J	Marathon County CPZ	Specialized Transportation - 373-17-005	PE ROW CONST TOTAL		30,954	6,191	37,145		31,573	6,315	37,888		32,205	6,441	38,646		32,849	6,570	39,419	85.21
K	North Central Health Care	Specialized Transportation - 373-17-006	PE ROW CONST TOTAL		198,109	39,621	237,730		204,052	40,810	244,862		210,174	42,034	252,208		216,479	43,295	259,774	85.21
Transit Totals				1,267,153	1,145,351	1,394,893	3,807,397	1,137,094	1,155,552	1,412,652	3,705,299	1,567,776	1,188,085	1,538,535	4,294,396	3,423,946	1,221,563	2,033,395	6,678,904	

Year of Expenditure Dollars with a 2.0% annual increase	1,267,153	1,145,351	1,394,893	3,807,397	1,159,836	1,178,663	1,440,905	3,779,405	1,630,487	1,235,609	1,600,076	4,466,172	3,629,383	1,294,856	2,155,399	7,079,638
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2017 - 2020 TABLE 1
TIP PROJECT LISTING (\$)

PRIMARY JURISDICTION/ PROJECT LOCATION	PROJECT DESCRIPTION	TYPE OF COST	2017				2018				2019				2020				COMMENTS FOS# & Let Date P=preservation E=expansion
			FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	
HIGHWAY																			
1	State of Wisconsin	Statewide Utilities Group Projects 373-17-007		100,000		100,000		100,000		100,000		100,000		100,000		100,000		100,000	P
2	State of Wisconsin	OCR Rail-Highway Crossing Safety Group Projects 373-17-008		100,000		100,000		100,000		100,000		100,000		100,000		100,000		100,000	P
3	State of Wisconsin	Region Wide Right-of-Way Level of Effort 373-17-009		150,000		150,000		150,000		150,000		150,000		150,000		150,000		150,000	P
4	State of Wisconsin	Region Wide Maintenance Group Projects 373-17-010		350,000		350,000		350,000		350,000		350,000		350,000		350,000		350,000	P
5	State of Wisconsin	WisDOT Rail-Highway Crossing Safety Group Projects 373-17-011	180,000	20,000	20,000	220,000	180,000	20,000	20,000	220,000	180,000	20,000	20,000	220,000	180,000	20,000	20,000	220,000	P
			180,000 (HSIP)	20,000	20,000	220,000	180,000 (HSIP)	20,000	20,000	220,000	180,000 (HSIP)	20,000	20,000	220,000	180,000 (HSIP)	20,000	20,000	220,000	
6	State of Wisconsin	Region Preliminary Engineering Group Projects 373-17-012		250,000		250,000		250,000		250,000		250,000		250,000		250,000		250,000	P
7	State of Wisconsin	Recondition Bus 51 Wausau, Grand Ave Broadway Ave, Townline Rd & Thomas C. of Wausau 373-10-024					225,000		75,000		300,000								6999-02-79 LET : 7/13/21 P
							225,000 (NHPP)		75,000		300,000								6999-02-09,79
8	State of Wisconsin	Resurface STH 153 C. Mosinee, Western, 4th & Main Rangeline Rd - Pine St 373-11-019		115,000		115,000								680,960	170,240		851,200		6370-01-75 LET : 12/10/19 P
				115,000		115,000								680,960 (NHPP)	170,240		851,200		6370-01-05,75
9	State of Wisconsin	Redeck Wisconsin River Bridge CTH WW V. of Brokaw 373-14-019								1,821,600	455,400		2,277,000						9474-01-70 LET : 12/11/18 P
										1,821,600 (STBG)	455,400		2,277,000						9474-01-00/70
10	State of Wisconsin	Various Culvert Replacements Plainfield - Wausau City of Mosinee 373-16-011	1,286,418			1,286,418													1160-00-65 LET 11/8/16 P
			1,286,418 (STBG)			1,286,418													P
11	City of Mosinee	Construction Wisconsin Riverwoods Trail Chuck's Landing to Rangeline Rd. 373-11-025		225,360	56,340	281,700													6999-11-76 LET : 9/25/16 E
				225,360	56,340	281,700													6999-11-06,76
12	City of Wausau	Reconstruction/Realign Bridge Street Westwood Dr. - 28th Ave											2,500,000		2,500,000				E
													2,500,000		2,500,000				
13	City of Wausau	Reconstruction Pine Ridge Blvd Bridge St. - Plaza Dr.											400,000		400,000				P
													400,000		400,000				
14	City of Wausau	Reconstruction 1st Avenue Thomas St. to Stewart Ave 373-14-023			180,000	180,000								660,000		660,000			6999-18-73 Let: 12/11/18, 6999-18-53 Let: 9/25/17 P
					180,000	180,000								660,000		660,000			6999-18-03,53,73
15	City of Wausau	Reconstruction Townline Road Grand Ave. to Northwestern Ave. 373-14-022			153,750	153,750							636,002		823,948	1,459,950			Let: 3/13/18, 6999-18-51 Let: 9/25/17 P
					153,750	153,750							636,002 (STBG)		823,948	1,459,950			6999-18-01,51,71
16	City of Wausau	Intersection Improvement 72nd Ave. and Stewart Ave. 373-06-060																	P

2017-2020 TABLE 1

TIP PROJECT LISTING (\$)

	FEDERAL	STATE	LOCAL	TOTAL
2017 SYSTEM PRESERVATION =	\$ 3,266,981	\$ 1,533,102	\$ 3,523,443	\$ 8,323,526
SYSTEM EXPANSION =	\$ -	\$ 807,804	\$ 2,817,627	\$ 3,625,431
TOTALS =	\$ 3,266,981	\$ 2,340,906	\$ 6,341,070	\$ 11,948,957

2018 * SYSTEM PRESERVATION =	\$ 413,100	\$ 989,400	\$ 12,656,748	\$ 14,059,248
SYSTEM EXPANSION =	\$ -	\$ -	\$ 15,112,038	\$ 15,112,038
TOTALS =	\$ 413,100	\$ 989,400	\$ 27,768,786	\$ 29,171,286

2019 * SYSTEM PRESERVATION =	\$ 3,247,857	\$ 1,482,416	\$ 17,413,510	\$ 22,143,783
SYSTEM EXPANSION =	\$ -	\$ -	\$ 17,212,000	\$ 17,212,000
TOTALS =	\$ 3,247,857	\$ 1,482,416	\$ 34,625,510	\$ 39,355,783

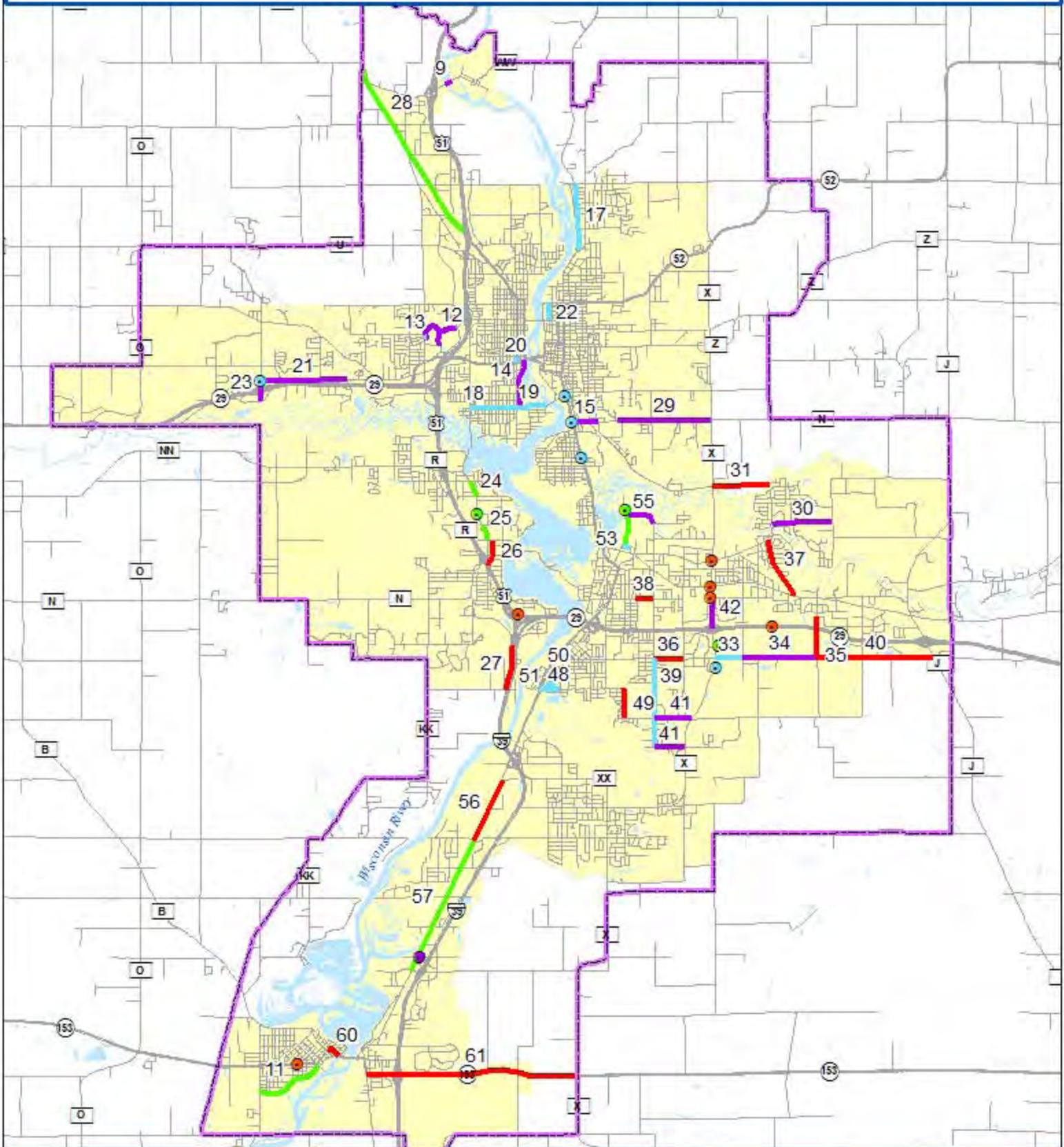
2020 * SYSTEM PRESERVATION =	\$ 3,159,228	\$ 1,655,596	\$ 20,820,249	\$ 25,635,073
SYSTEM EXPANSION =	\$ 522,368	\$ -	\$ 7,913,112	\$ 8,435,480
TOTALS =	\$ 3,681,596	\$ 1,655,596	\$ 28,733,361	\$ 34,070,553

TOTALS: SYSTEM PRESERVATION =	\$ 10,087,166	\$ 5,660,514	\$ 54,413,950	\$ 70,161,629
SYSTEM EXPANSION =	\$ 522,368	\$ -	\$ 43,054,777	\$ 44,384,949
TOTALS =	\$ 10,609,534	\$ 6,468,318	\$ 97,468,727	\$ 114,546,579

* Amounts show a 2.0% Annual increase to reflect Year of Expenditure Dollars

Transportation Improvement Program 2017 - 2020

Map 2



Road & Bridge Projects



	Planning Boundary
	Urban Boundary



Date: 11/18/2016

TABLE 2

Assessment of Available Funding for the 2017-2020 Transportation Improvement Program

Funding Source		Programmed Expenditures				Estimated Available Funding			
Agency	Program	2017	2018	2019	2020	2017	2018	2019	2020
Federal Highway	NHPP	\$485,632	\$225,000	\$0	\$2,021,232	\$485,632	\$225,000	\$0	\$2,021,232
Administration	STBG	\$1,979,578	\$0	\$2,942,939	\$492,800	\$1,979,578	\$0	\$2,942,939	\$492,800
	HSIP	\$801,771	\$180,000	\$180,000	\$959,172	\$801,771	\$180,000	\$180,000	\$959,172
Totals		\$3,266,981	\$405,000	\$3,122,939	\$3,473,204	\$3,266,981	\$405,000	\$3,122,939	\$3,473,204
Totals	Inflated by 2.0% Annually	\$3,266,981	\$413,100	\$3,247,857	\$3,681,596	\$3,266,981	\$413,100	\$3,247,857	\$3,681,596

Federal Transit Administration	Section 5307 -- Wausau Urbanized Area	\$973,811	\$976,406	\$1,018,777	\$1,052,789	\$973,811	\$976,406	\$1,018,777	\$1,052,789
	Section 5309	\$192,800	\$59,200	\$446,566	\$2,267,802	\$192,800	\$59,200	\$446,566	\$2,267,802
	Section 5307 - Other	\$100,542	\$101,488	\$102,433	\$103,355	\$100,542	\$101,488	\$102,433	\$103,355
Totals		\$1,267,153	\$1,137,094	\$1,567,776	\$3,423,946	\$1,267,153	\$1,137,094	\$1,567,776	\$3,423,946
Totals	Inflated by 2.0% Annually	\$1,267,153	\$1,159,836	\$1,630,487	\$3,629,383	\$1,267,153	\$1,159,836	\$1,630,487	\$3,629,383

Table 3
Implementation Status of 2016-2019 Wausau Urbanized Area Projects
Oct-16

Number	Implementing Jurisdiction & Location	Project Description	Status of 2016-2019 Projects
1	State of Wisconsin	Statewide Utilities Group Projects 373-16-005	Ongoing
2	State of Wisconsin	OCR Rail-Highway Crossing Safety Group Projects 373-16-006	Ongoing
3	State of Wisconsin	Region Wide Right-of-Way Level of Effort 373-16-007	Ongoing
4	State of Wisconsin	Region Wide Maintenance Group Projects 373-16-008	Ongoing
5	State of Wisconsin	WisDOT Rail-Highway Crossing Safety Group Projects 373-16-009	Ongoing
6	State of Wisconsin	Region Preliminary Engineering Group Projects 373-16-010	Ongoing
7	State of Wisconsin	Bridge Rehab USH 51 Wausau - Merrill B-37-155,156,158, 159 373-10-029	Ongoing
8	State of Wisconsin	Roadway Maintenance/Preservation STH 29 Wausau - Wittenberg Bus 51 - CTH Q 373-10-021	Ongoing
9	State of Wisconsin C. of Wausau	Recondition Bus 51 Wausau, Grand Ave Broadway Ave, Townline Rd & Thomas St 373-10-024	Ongoing
10	State of Wisconsin	Pavement Replacement USH 51 Wausau - Merrill Decatur Dr - Lincoln Co Line 373-10-027	Completed in 2016
11	State of Wisconsin	Resurface STH 52 C. Wausau, Stewart Ave 17th Avenue - 1st Ave 373-11-018	Completed in 2016

Table 3
Implementation Status of 2016-2019 Wausau Urbanized Area Projects
Oct-16

Number	Implementing Jurisdiction & Location	Project Description	Status of 2016-2019 Projects
12	State of Wisconsin	Resurface STH 153 C. Mosinee, Western, 4th & Main Rangeline Rd - Pine St 373-11-019	Deferred to 2020
13	State of Wisconsin V. of Brokaw	Redeck Wisconsin River Bridge CTH WW 373-14-019	Deferred to 2019
14	State of Wisconsin City of Mosinee	Various Culvert Replacements Plainfield - Wausau 373-16-011	Completion in 2017
15	City of Schofield	Resurface of W. Grand Avenue Kort St. to Grand Ave 373-14-021	Completion in 2016
16	City of Mosinee	Construction Wisconsin Riverwoods Trail Chuck's Landing to Rangeline Rd. 373-11-025	Deferred to 2018
17	City of Wausau	Reconstruction/Realign Bridge Street Westwood Dr. - 28th Ave	Deferred to 2019
18	City of Wausau	Reconstruction Pine Ridge Blvd Bridge St. - Plaza Dr.	Deferred to 2019
19	City of Wausau	Reconstruction 1st Avenue Thomas St. to Stewart Ave 373-14-023	Deferred to 2019
20	City of Wausau	Reconstruction Townline Road Grand Ave. to 13th Street 373-14-022	Deferred to 2019
21	City of Wausau	Intersection Improvement 72nd Ave. and Stewart Ave. 373-06-060	Deferred to 2018
22	City of Wausau	Resurface N. 6th Street Riverview Court to Evergreen Road	Deferred to 2018

Table 3
Implementation Status of 2016-2019 Wausau Urbanized Area Projects
Oct-16

Number	Implementing Jurisdiction & Location	Project Description	Status of 2016-2019 Projects
23	City of Wausau	Reconstruction Thomas St. 17th Ave. to 4th Ave.	Deferred to 2018
24	City of Wausau	Reconstruction Thomas St. 4th Ave. to WI River Bridge	Deferred to 2019
25	City of Wausau	Reconstruction Clark Street. 1st Ave to 2nd Ave	Deferred to 2017
26	City of Wausau	Reconstruction 2nd Avenue Stewart Ave. to Elm St.	Completion in 2016
27	Town of Rib Mountain	Rib Mtn Dr (CTH N) Ped Facility CTH N 373-12-016	Deferred to 2012018
28	Town of Rib Mountain	Resurface Rib Mountain Dr. (CTH N) Cloverland to Morning Glory and Oriole to Robin Lanes 373-14-020	Deferred to 2018
29	Town of Rib Mountain	Reconstruction Red Bud Road CTH N to Pepperbush Ln.	Deferred to 2018
30	Town of Rib Mountain	Reconstruction Lilac Avenue Morning Glory Ln to Dahlia Ln	Deferred to 2020
31	Marathon County	Reconstruction of County Highway K USH 51 to County Line	Deferred to 2018
32	Marathon County	Reconstruction of County Highway N (Townline Rd.) Skyline Dr. to CTH X 373-14-025	Deferred to 2019
33	Village of Weston	Reconstruction Ross Avenue River Bend Road to Kraemer Lane	Deferred to 2019

Table 3
Implementation Status of 2016-2019 Wausau Urbanized Area Projects
Oct-16

Number	Implementing Jurisdiction & Location	Project Description	Status of 2016-2019 Projects
34	Village of Weston	Construction Northwestern Ave Extention to Sandy Meadow Neighborhood	Deferred to 2020
35	Village of Weston	Construction SE Quadrant of STH 29 and Camp Phillips Rd.	Deferred to 2020
36	Village of Weston	Reconstruction Weston Ave. Camp Phillips Rd. to Von Kanel	Deferred to 2019
37	Village of Weston	Reconstruction Weston Ave. Von Kanel to Ryan Rd.	Deferred to 2020
38	Village of Weston	Ryan Street Commerce Drive to Weston Ave.	Deferred to 2020
39	Village of Weston	Reconstruction Weston Ave. Birch St. to Alderson St. 373-04-015	Deferred to 2019
40	Village of Weston	Reconstruction Fuller Street Ross Ave. to Schofield Ave.	Deferred to 2020
41	Village of Weston	Reconstruction of Jelinek Avenue Alderson St. to Coronado St.	Deferred to 2020
42	Village of Weston	Reconstruction Birch St. Weston Ave. to Shorey Ave	Deferred to 2019
43	Village of Weston	Reconstruction Weston Ave. Ryan Street to CTH J	Deferred to 2020
44	Village of Weston	Construction of Bicycle Lanes on Alderson (Weston to Howland), Howland (Alderson to CTH X), and Shorey (Alderson to CTH X)	Deferred to 2020

Table 3
Implementation Status of 2016-2019 Wausau Urbanized Area Projects
Oct-16

Number	Implementing Jurisdiction & Location	Project Description	Status of 2016-2019 Projects
45	Village of Rothschild	Construction of Military Ave Pflieger Street to Bus Hwy 51	Deferred to 2018
46	Village of Rothschild	Construction of Margaret Street Militaty Ave. to Shorey Ave	Deferred to 2020
47	Village of Rothschild	Reconstruction Becker Street US Bus 51 to Kamke Street	Deferred to 2018
48	Village of Rothschild	Construction of Katherine Street Leroy Avenue to Becher Street	Deferred to 2018
49	Village of Rothschild	Construction of Johnson Street Leroy Avenue to Florence Street	Deferred to 2018
50	Village of Kronenwetter	Resurface Old Hwy 51 Maple Ridge to Village Way 373-14-024	Completion in 2016
51	Village of Kronenwetter	Resurface Old Hwy 51 Happy Hollow Road to Kowalski Road	Deferred to 2020
52	Village of Kronenwetter	Old Hwy 51 Multi Use Path 373-12-019	Deferred to 2017
53	Town of Rib Mountain	Reconstruction Red Bud Road CTH N to Pepperbush Ln	Completion in 2016

**APPENDIX A - RESOLUTION ADOPTING
2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM**

MARATHON COUNTY METROPOLITAN PLANNING COMMISSION

RESOLUTION # 6-16

**RESOLUTION ADOPTING THE
2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE WAUSAU METROPOLITAN AREA**

WHEREAS, the Marathon County Metropolitan Planning Commission was designated the Metropolitan Planning Organization for the Wausau Urbanized Area; and

WHEREAS, in compliance with Metropolitan Transportation Planning Regulations by the U.S. Department of Transportation, the Marathon County Conservation, Planning and Zoning Department has developed a four-year transportation improvement program for the Wausau Metropolitan Area; and

WHEREAS, the Transportation Improvement Program identifies transit, pedestrian/bicycle, and highway improvement projects and programs consistent with current transportation plans;

NOW, THEREFORE, BE IT RESOLVED, that the Marathon County Metropolitan Planning Commission endorses the *Long Range Transportation Plan for the Wausau Metropolitan Area* and the *Transit Development Program for the Wausau Area Transit System*, which will be continually updated and maintained as part of the urban transportation planning process;

BE IT FURTHER RESOLVED, that the Marathon County Metropolitan Planning Commission adopts the *2017-2020 Transportation Improvement Program for the Wausau Metropolitan Area*; and

BE IT FURTHER RESOLVED, in accordance with 23 CFR 450.336, the Wausau Metropolitan Planning Organization for the Wausau, WI urbanized area hereby certifies that the metropolitan transportation planning process is addressing the major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

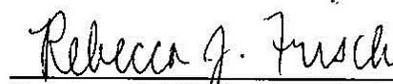
1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

5. Section 1101(b) of the Fixing America's Surface Transportation (FAST Act) (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR Parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101, prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23, U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

BE IT FURTHER RESOLVED, that the Marathon County Metropolitan Planning Commission certifies that the TIP contains only projects that are consistent with the transportation plan for the urban area and recommends that this document be submitted to the appropriate federal and state agencies for approval.

Dated this 8th day of November, 2016.


George Peterson, Vice-Chairman


Rebecca J. Frisch, Commission Secretary
Director, Marathon County
Conservation, Planning, and Zoning Department

**APPENDIX B - PRIVATIZATION EFFORTS AND
AREA TRANSPORTATION PROVIDERS**

PRIVATIZATION EFFORTS

The Wausau MPO adopted a Privatization Policy in 1986. The policy provides private enterprises with the opportunity to participate in the process of transit planning and delivery of services. In compliance with the directives of the policy, the Wausau MPO maintains a record of all transportation providers in the area. The record of transportation providers in the area is updated annually. A copy of the draft Transportation Improvement Program is provided to the transportation providers in the area for their review. The local transportation providers are invited to participate in the delivery of transportation services in the Wausau area. The Wausau Area Transit System (d/b/a. Metro Ride) follows the policy of involving private operators in the process of major transportation planning and service delivery.

Metro Ride contracted with a private transportation provider for paratransit service beginning in August 1991. WATS then developed the Complementary Paratransit Plan for the Wausau Area Transit System in 1992 based on the Americans with Disabilities Act of 1990 (ADA). Metro Ride has subsequently developed an annual update to the Complementary Paratransit Plan. Metro Ride contacts private transportation providers to solicit comment on the update of the plan.

In 2012, the Wausau MPO and Metro Ride developed the Transit Development Program (TDP) for the Wausau metropolitan area. This updated plan identified the need for the same service expansion options.

In 2012, Marathon County through North Central Health Care and Metro Ride dissolved their joint contract with a private provider for the nonambulatory services in the County and within the MPO area with each entity taking part of the services "in house". Metro Ride provides the Paratransit services in their service area and North Central Health Care provides for the elderly and disabled transportation services in the County and metro area.

A listing of the Private Providers and the stakeholders involved in providing transportation services in the area are listed below:

PRIVATE TRANSPORTATION PROVIDERS

2017

Abbyvans Inc
W5621 Todd Road
Neillsville WI 54456

All American Taxi
1705 Merrill Avenue
Wausau WI 54401

B&D Travel
R12178 Ringle Ave
Ringle WI 54471

Badger Taxis
PO Box 27
Wausau WI 54402-0027

Burnett Transit
B3866 State Highway 13
Spencer WI 54449

Krug Bus Service
549 Billings Avenue
Medford WI 54451

Laidlaw-Jelco
Regional Office
6206 Alderson
Schofield WI 54476

NCTI
Vision & Hearing Program
1000 Campus Drive
Wausau WI 54401

Terry Kaiser
North Central Health Care
1100 Lake View Drive
Wausau WI 54403

Taxi Time
1709 Merrill Ave
Wausau WI 54401

Wausau Taxi
104 N 10th Ave
Wausau WI 54401

Lamers Bus Lines Inc
2415 Trailwood Ln
Rothschild WI 54474

Metro Cab of Wausau
4013 Central Dr.
Wausau WI 54401

Jon Potter
Opportunity Inc.
740 N Third Street
Wausau WI 54403

Progressive Travel Inc
B3872 Hwy 13
Spencer WI 54449

Div of Vocational Rehab
Marathon County Job Center
364 Grand Avenue
Wausau WI 54403

Ulrich Bus Service Inc
357 N 3rd Ave
Stratford WI 54484

Greg Seubert
Wausau Area Transit System
420 Plumer
Wausau WI 54403

Wausau Taxicabs Inc
PO Box 27
Wausau WI 54402-0027

Wirsbinski Bus Service Inc
558 Fox Road
Mosinee WI 54455

APPENDIX C - PUBLIC PARTICIPATION

PUBLIC PARTICIPATION

The development of the *2017-2020 Transportation Improvement Program for the Wausau Metropolitan Area* was based on a public participation process. The Wausau MPO has developed a strategy to solicit public participation and has documented the process. Please refer to the *Public Participation Plan for its Transportation Plans and Programs* for more information. All comments on the draft TIP were considered before the final 2017-2020 TIP was adopted by the Marathon County Metropolitan Planning Commission.

The Marathon County Metropolitan Planning Commission, the Wausau MPO Technical Advisory Committee, County Health and Social Services Departments, the transportation providers listed in Appendix B, have all been notified of the draft 2017-2020 TIP availability on the MPO website. The draft TIP was available for public review at the Marathon County Conservation, Planning and Zoning Department and on the Marathon County website for 30 days before its adoption. Public review of the draft TIP was solicited in advertisements placed in the *Wausau Daily Herald* on September 19, 2016 and October 3, 2016.

A public informational meeting on the draft 2017-2020 TIP was held on October 18, 2016. The meeting was advertised in the *Wausau Daily Herald* on October 20, 2016. Persons receiving the draft TIPs also were sent meeting notices on the public informational meeting. Copies of the advertisements in the *Wausau Daily Herald* and a copy of the flyer announcing the public informational meeting are included on the following pages. The notices and comment opportunities can also be found on the MPO website.

In 2005, Marathon County established a Transportation Coordinating Committee to review and discuss the non-ambulatory services in the county. This provides an additional forum for the dissemination of information in the area.

The Wausau MPO provides accessible formats of the draft TIP on the MPO and Marathon County websites, directly to providers, and those upon request, and holds public meetings in accessible buildings. Please refer to the *Public Participation Plan for its Transportation Plans and Program* for additional information on the approach to meeting the requirements of the Americans with Disabilities Act of 1990.

WisDOT relies on the public involvement process conducted by the MPO in the development of their TIP, to satisfy the Federal Transit Administration program and planning requirements, as established for the Section 5307 and 5309 programs.

All substantive comments received during the public comment period were incorporated into the document. There were no comments received at the informational meeting held on October 18, 2016 to incorporate into the document.

The Annual Listing of Obligated Funds is provided by the Wausau MPO on the Wausau MPO and Marathon County website in the Transportation section of the Conservation, Planning and Zoning Department page. Access to the website can be reached at WausauMPO.org

ENVIRONMENTAL JUSTICE

Taken in whole, the projects in the 2017-2020 Transportation Improvement Program together with the other public and privately funded transportation improvements and services provided in the Wausau urbanized area do not impose disproportionately high and adverse impacts on

minority populations and low income populations or both population groups. Furthermore, the benefits of the transportation services and improvements provided are reasonably distributed to serve the needs of all populations in the area. Although the minority and low income populations will not be adversely affected by these projects, the Metro Ride transit system will need to review its routes that will potentially be disrupted by some TIP projects. These statements are based on the analysis summarized by Maps 3 and 4. Map 3 illustrates the 2017-2020 TIP projects in relation to the minority population groups within the Wausau Area. Map 4 illustrates the 2017-2020 TIP projects in relation to the Transit routes within the Wausau Area.

Published in the *Wausau Daily Herald* on the dates shown.

NOTICE OF AVAILABILITY

Published:

October 5, 2016

NOTICE OF AVAILABILITY

The Wausau Metropolitan Planning Organization (MPO) announces that the draft 2017-2020 Transportation Improvement Program (TIP) for the Wausau Metropolitan Area is available for public review at the Marathon County Conservation, Planning and Zoning Department, 210 River Drive, Wausau, WI, and at www.wausaumpo.org. The plan is available for public review and comment from October 5, 2016 to November 4, 2016. A public informational meeting on the draft TIP will be held from 4:30 p.m. to 6:00 p.m. on October 18, 2016 at the Marathon County Conservation, Planning, and Zoning Department, 210 River Drive, Wausau, WI. Written or oral comments may be presented at the public informational meeting, and written comments will be accepted until November 4, 2016. Any person planning to review the document or attend this meeting who needs some type of special accommodation to participate should call the County Clerk's Office at 261-1500. Comments regarding the document may be mailed to David Mack, MPO Director, 210 River Drive, Wausau, WI 54403-5449, e-mailed to Dave.Mack@co.marathon.wi.us, or telephone (715) 261-6043.
RUN: Oct. 5, 2016 WNAXLP

NOTICE OF PUBLIC INFORMATIONAL

MEETING

Published:

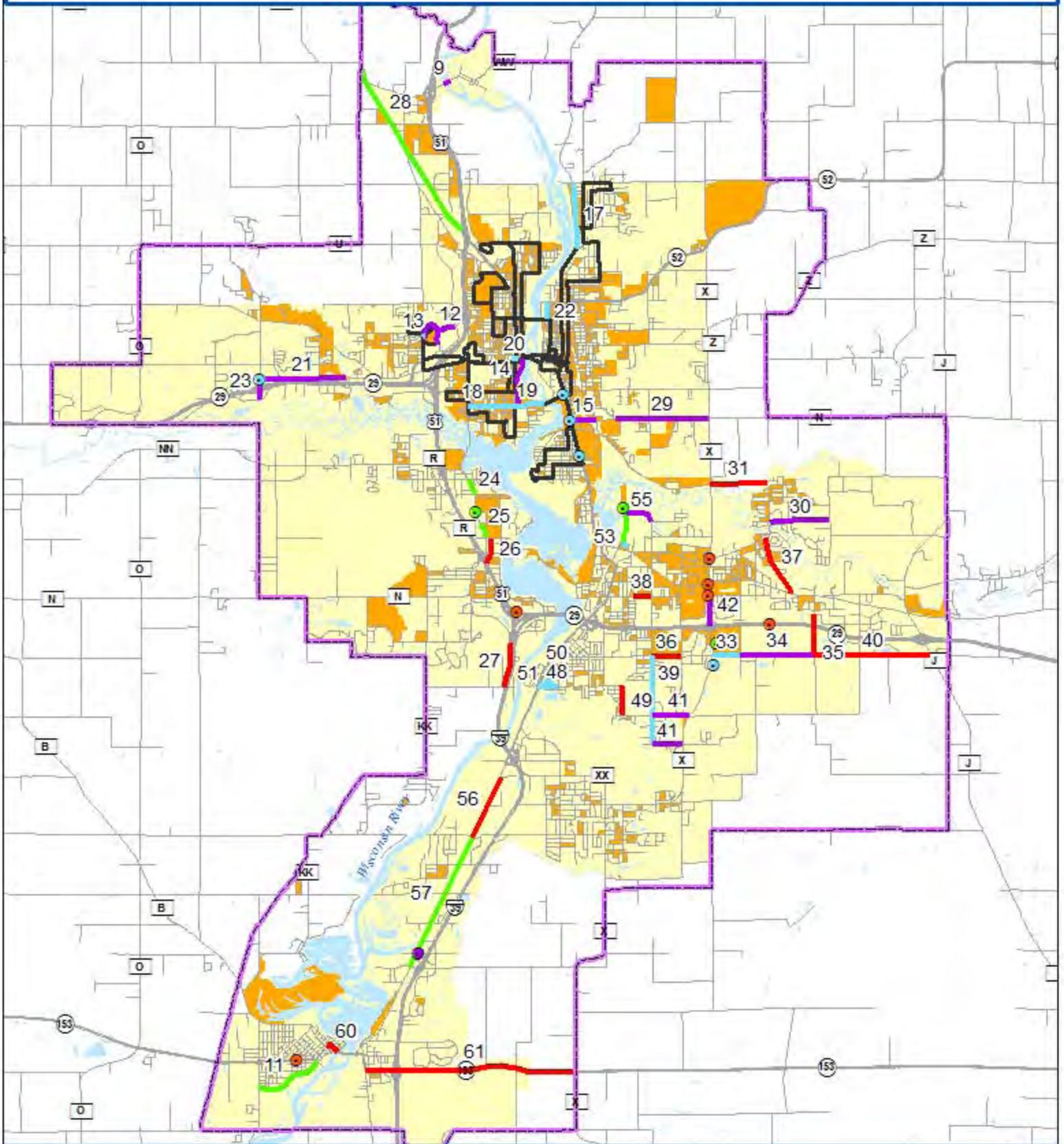
October 5, 2016

**NOTICE OF PUBLIC
INFORMATIONAL MEETING**

The Marathon County Metropolitan Planning Commission announces that a public informational meeting on the draft 2017-2020 Transportation Improvement Program (TIP) for the Wausau Metropolitan Planning Organization (MPO) and Long Range Transportation Plan (LRTP) 2050 for the Wausau Metropolitan Area will be held from 4:30 p.m. to 6:00 p.m. on Tuesday, October 18, 2016 at the Marathon County Conservation, Planning, and Zoning Department, 210 River Drive, Wausau, WI. Written or oral comments may be presented at the public informational meeting, and written comments will be accepted until November 4, 2016. The draft plan is available at the Marathon County Conservation, Planning and Zoning Department, 210 River Drive, Wausau, WI, and at www.wausaumpo.org. Any person planning to attend this meeting who needs some type of special accommodation to participate should call the County Clerk's Office at 261-1500. Comments regarding the document may be mailed to David Mack, Wausau MPO Director, 210 River Drive, Wausau, WI 54403-5449 or e-mailed to Dave.Mack@co.marathon.wi.us, or telephone (715) 261-6043.
RUN: Oct. 5, 2016 WNAXLP

Transportation Improvement Program 2017 - 2020

Map 3



Road & Bridge Projects



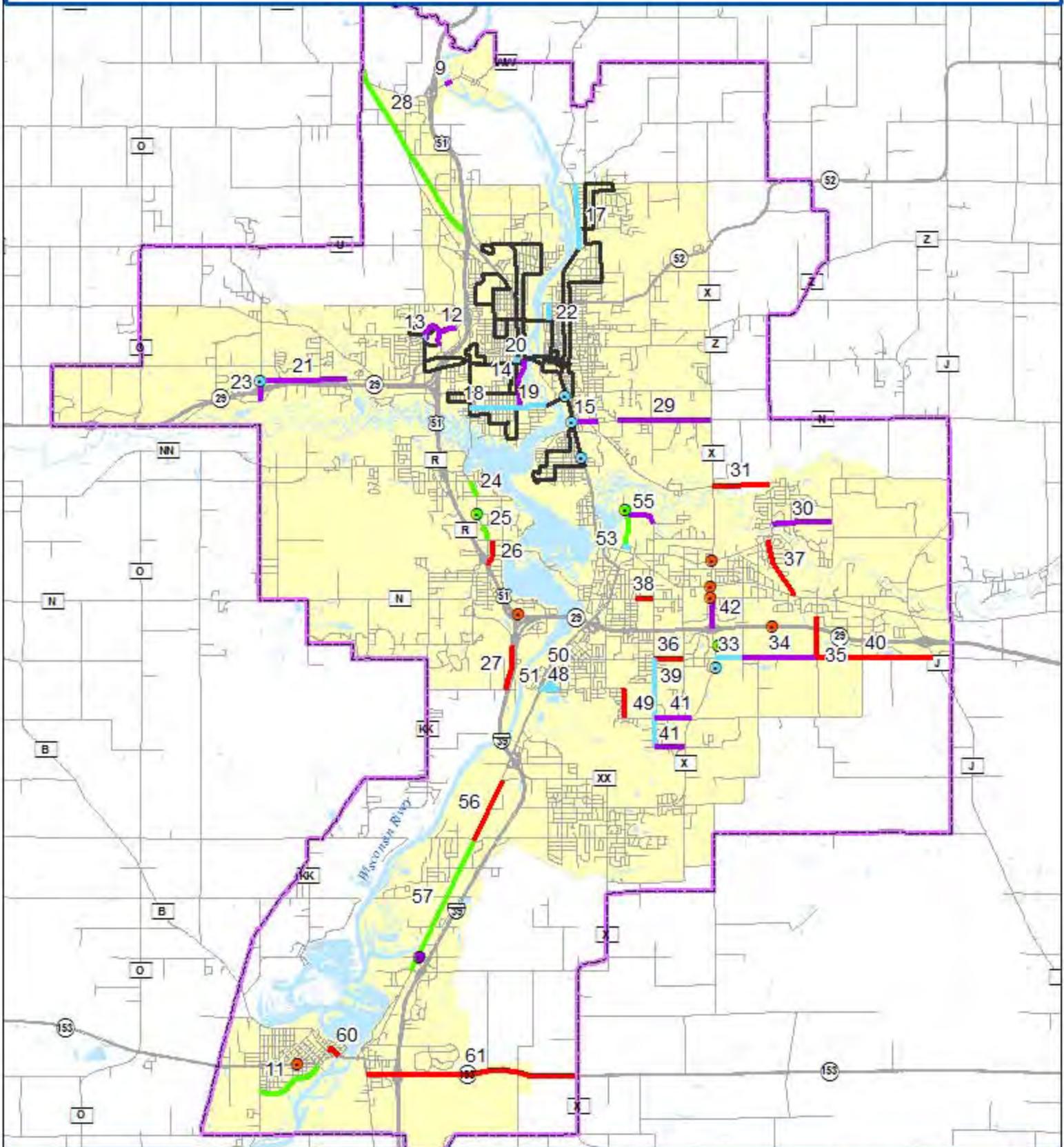
Percent Minority greater than planning area (12.9%)



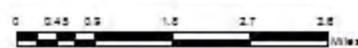
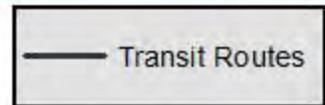
Date: 11/18/2016

Transportation Improvement Program 2017 - 2020

Map 4



Road & Bridge Projects



Date: 11/18/2016

**APPENDIX D –
ILLUSTRATIVE OR OTHER
POTENTIAL PROJECTS**

ILLUSTRATIVE OR OTHER POTENTIAL PROJECTS

The following list of illustrative or potential projects is included in this document for informational purposes only. In the *2017-2020 Transportation Improvement Program*, projects are reviewed with the guidance of the Long Range Transportation Plan. Projects in this list either do not have dollar amounts, set times for implementation, or are being planned for beyond the four year time line which is needed to be scheduled in Table 1. These projects may be moved forward into the four year TIP Table 1 if funding becomes available. This list is not in any priority order.

Reconstruction of 6th Street north of Horseshoe Springs Road. Unknown costs & time frame. (City of Wausau)

Reconstruction of STH 52 and CTH W intersection (6th St. and Wausau Ave.) Unknown costs & time frame. (City of Wausau)

Reconstruction of Rangeline Road from STH 153 to Moon Road. Unknown costs & time frame. (City of Mosinee)

Resurface the Mountain Bay Trail from the trailhead to CTH J, \$591,000. Unknown time frame. (Village of Weston)

Construction of Kowalski Road from East Termini to Creek Road. Unknown costs & time frame. (Village of Kronenwetter)

Reconstruction of Ross Ave. from Bus. Hwy 51 to Metro Dr. Unknown costs & time frame. (City of Schofield)

Construction of Kowalski Road from Kronenwetter Dr. to Tower Road. Unknown costs & time frame. (Village of Kronenwetter)

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.